



Daily Update
May 16

Repair Design

Devil's Slide (post mile 39.14)

- Major elements of the design are at the point where material ordering and construction can proceed without restrictions. Portions of the design needed for later stages of the repair are still being worked on.

Repair Work

Devil's Slide (post mile 39.14)

- The wind died down today and operations to drill and install 20 feet long rock dowels continued.



Drilling prior to rock dowel installation

- In one area, a small number of drilled holes collapsed due to the fragmented nature of the rock. In this location the type of rock dowel will be changed from solid to a hollow type. This change will overcome the collapsed hole problem.
- Excavation work continued for the concrete “whaler” walls.



Part of the excavation for one of the four concrete whaler walls

Community Outreach

- A presentation about repair progress was made at the Half Moon Bay City Council meeting in the evening. A question and answer period followed a series of slides detailing the repair design as well as recent photographs from the site.
- Questions relating the four month estimate for repairs announced 5/15/06, focused on the reliability of the estimate. The estimate is based on current knowledge. It will be adjusted as work progresses and as we work with the contractor to reduce the time needed to make the repair.
- Several citizens expressed concern about traffic congestion on Highways 1 and 92.
- A proposal to test signals at the intersection of Highways 1 and 92 generated some discussion. At a meeting on 5/15/06 in Redwood City, Supervisor Gordon, Mayor Fraser, and Caltrans District 4 Director Bijan Sartipi, agreed to test eliminating the “free” right turn on to 92 for north bound traffic on Highway 1 between the hours of 5:00 a.m. and 9:00 a.m. Monday thru Friday. This modification may reduce the backup of southbound traffic on Highway 1 wanting to make a left turn onto 92.
- One questioner asked why Caltrans could not do a quick fix by paving over the road and open it within one month. If the road failed again at a later point in time, the questioner suggested repeating the paving process

until the by-pass tunnel was open in 2011. Caltrans stated that this option is very high risk. If an attempt is not made to stabilize the slide using the tie back design, there is a high risk of catastrophic collapse which could cause lives to be lost. Caltrans will not take this risk. Additionally, catastrophic failure may result in having to close the road permanently.

- Another questioner asked if one lane could be opened during construction. Reference was made to a recent photograph showing construction equipment at the site. In particular, the 200 ton crane brought in for drilling operations occupies most of the road. While this, and other types of heavy equipment are on site, it is not practicable to open one lane to traffic. However, as work progresses all opportunities to reduce traffic congestion will be explored.